

INTIMATION.

A. S. WATSON & CO., LIMITED

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT.

MANUFACTURERS OF AERATED

WATERS.

OUR AERATED WATER FACTORY is fitted

with the best English Machinery, embodying

the latest improvements in the trade.

The Purest Ingredients only are used, and

the utmost Care and Cleanliness exercised in

the manufacture throughout.

The Water used is proved by repeated

Analysis to be Absolutely Pure.

For COAST PORTS, Waters are packed

and placed on board ship at Hongkong prices, and

the full amount allowed for Packages and

Emptyes when received in good order.

Counterfeit Order Books supplied on applica-

tion.

Our Registered Telegraphic Address is

"DISPENSARY, HONGKONG."

All signed messages addressed thus will

receive prompt attention.

The following is a List of Waters always

kept ready in Stock—

PURE AERATED WATER—

SODA WATER—

EMONADE—

POTASH WATER—

SELTZER WATER—

LITHIA WATER—

SARSAPARILLA WATER—

TONIC WATER—

GINGER ALE—

GINGERBREAD—

No Credit given for Bottles that look dirty

or grubby, or that appear to have been used for

any other purpose than that of containing

Aerated Waters, as such Bottles are never used

again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 30th May, 1895.

NOTICE TO CORRESPONDENTS

Only communications relating to the columns

should be addressed to "The Editor."

Correspondents are requested to forward their names

and address with their communications, to the

Editor, for publication, but no evidence of good

will be given for them.

All letters for publication should be written on one

side of the paper only.

No anonymous communications that have

appeared in other papers will be inserted.

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After that hour the supply is limited. Only Special

for Cash.

Telegraphic Address Press.

P. O. Box 21.

Telephone No. 12.

DEATH.

At 64, Queen's Road Central, on the 5th inst.

WILLIAM DOBBS, aged 44.

The Daily Press.

HONGKONG, JULY 6TH, 1895.

The latest suggested reason for the with-

drawal of the British guard from Anping

does not seem sufficient to justify the action

taken. It is said there were only five British

merchants to be protected and the interests

involved were considered too small to warrant

the retention of the men-of-war and the

shore guard. The merchants

were given the opportunity of leav-

ing, and of taking with them all

their moveable property, and this the Ad-

miral seems, if the suggestion made is

correct, to have considered sufficient. No

official statement has been made on the

subject and there may be other reasons

beyond those already suggested, though it

is difficult to divine what they can be. No

interrogations will be asked in Parliament

the subject, or may already have been asked,

and the Admiralty's explanation will then be

known. In the meantime it has two sug-

gestions made to account for the remarkable

course which has been adopted. In the first

place, it is said that during the typhoon

it would be unsafe for the ships to re-

main at Anping, where the anchorage is

exped and dangerous. Incidentally, the

extreme discomfort to the crews, in a

tropical climate, of living on vessels with

steam constantly up, has been mentioned;

also the heavy item of coal expenditure.

S. Condy, the suggestion is made that the in-

terests involved are too small to warrant

the continuance of protection. As to the danger

from typhoons, it may be replied that with a

sufficient guard on shore it would be un-

necessary that the ships should remain per-

manently in the harbour with steam up;

they might have remained at Anoy, or the

nearest safe anchorage, and maintained daily

or frequent communication. If it be said

that it would be unsafe to leave men on

shore without the support of the ships, the

answer is that the shore force could have

been increased. One or two companies of

the Hongkong Regiment might have

been sent over if necessary. A force

of two or three hundred would have

no difficulty in holding the position

against the rabble known as the Black

Flags. A great deal of nonsense has been

talked about the prowess of the latter,

founded on the resistance they offered to the

French in Tonkin. What they did there was

always to retire when the French moved for-

ward, trying, however, to keep up a guerilla

warfare by cutting off small detachments or

stragglers. We do not suggest that two or

three hundred British troops could safely

March out to meet ten or twenty thousand

Black Flags, but the experience of the French

in Tonkin was that any post could be safely

held by one or two hundred men, and

there would certainly have been no danger

in leaving a small British force on shore at

Anping. The only question is, whether it

was worth while. The more fact that the

Black Flag leader had demanded the with-

drawal of the guard would to afford sufficient

answer to this. Liu Yung-shan is now leading

the British retired in consequence of

his threats to remove them, which is not

calculated to raise British prestige in the

estimation of the natives. That, however,

is by the way; the more immediate question

is as to whether the material interests in-

volvement were sufficient to justify ex-

traordinary measures for their protection in

a time of emergency. To this there can

only be one answer. The number of the

British merchants does not seem to

have any direct bearing on the matter.

Whether conducted by a large or small

number of merchants the fact remains that

there was a substantial trade carried on,

say of a value of half-a-million sterling per

annum, to which should be added the earn-

ings of the steamers employed in carrying

the merchandise. The proposed withdrawal

of the merchants would have meant the

abandonment of this trade—and Great

Britain is not accustomed to abandon any

considerable and well established trade

because it is too much trouble or too dis-

agreeable for Her Majesty's fleet to afford

protection to it. As the merchants refused

to accept the Admiralty's advice, electing to

remain at their posts at their own risk

instead of running away, the Admiralty has

sent several of the ships back, from which it

would appear that he recognizes it as a

duty to afford protection, his policy of

attempting to remove the necessity for

such protection not having succeeded. The

original withdrawal of the ships and

of the shore guard seems to have been

an error of judgment on the Admiralty's

part. The ships have now returned, and it

would not be surprising at any time to have

that men have again been landed for duty

on shore. We do not see how the mer-

chants could well have acted otherwise than

they have done, unless they were prepared

to sacrifice their present business and future

prospects. It must have required courage to

remain where the guard left, but there was

nothing foolhardy or unreasonably obstinate

about it. What would have been their

position had they retired? It might have

been months before they would have been

able to return, they would then have found

the Japanese in possession, the circum-

stances would have been entirely altered,

their connections would have been destroyed,

and they would have had to commence

afresh. The crisis is one at which it is most

important for them to be on the spot to

adapt themselves to the changing conditions.

For them to leave their business at the

present juncture would be much the same thing

as for a skipper to leave his ship when a

typhoon was breaking.

Meas. Lumsden and Rogers, who were in-

formers, have been in the colony since

the Chinese war, and have been in the

colony since 1872, and was a member of the

firm of Lumsden and Co. during the whole

of his residence in the colony. In 1877 he

was elected a member of the Legislative

Council, and was re-elected in 1880, 1882,

1884, and 1886. He was a member of the

Legislative Council until his death, which

occurred on the 15th inst. He was a

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until his death, which occurred on

her coronation. At this period the nearest station to the Downs was Kingston. Little wonder was the winner in that year. One of the most famous Derby races was run in 1851, the time of the Great Exhibition. Attention was not only on the name and pedigree of Sir Joseph Hawley, but the horse was really a champion. The Derby was won by a colt named "The Duke," who was owned by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire.

The period between 1850 and 1869 unquestionably covers the most momentous times and episodes connected with the great race. After the Duke's victory, the Derby was won by a colt named "The Duke," who was owned by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire.

When in 1850 the Duke of Devonshire carried off all three classical events, it was regarded, not justly, as the most unique feat ever accomplished, and one likely to be never repeated. But the Duke's victory was not the end of the matter. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire.

Although the Duke of Devonshire was not a horseman, he was a great sportsman. He was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire.

Although now after years ago the most notable finish between Archer and Lord Derby was won by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire.

candidate taking an occasional stake and dropping back either permanently or for the time being, he remained there until within two or three miles of the goal. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire. The Duke was a colt of the year, and was bred by the Duke of Devonshire.

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HONGKONG TIDE TABLE

Time	High Water	Low Water
1st June	10.15	4.15
2nd June	10.25	4.25
3rd June	10.35	4.35
4th June	10.45	4.45
5th June	10.55	4.55
6th June	11.05	5.05
7th June	11.15	5.15
8th June	11.25	5.25
9th June	11.35	5.35
10th June	11.45	5.45
11th June	11.55	5.55
12th June	12.05	6.05
13th June	12.15	6.15
14th June	12.25	6.25
15th June	12.35	6.35
16th June	12.45	6.45
17th June	12.55	6.55
18th June	13.05	7.05
19th June	13.15	7.15
20th June	13.25	7.25
21st June	13.35	7.35
22nd June	13.45	7.45
23rd June	13.55	7.55
24th June	14.05	8.05
25th June	14.15	8.15
26th June	14.25	8.25
27th June	14.35	8.35
28th June	14.45	8.45
29th June	14.55	8.55
30th June	15.05	9.05
1st July	15.15	9.15
2nd July	15.25	9.25
3rd July	15.35	9.35
4th July	15.45	9.45
5th July	15.55	9.55
6th July	16.05	10.05
7th July	16.15	10.15
8th July	16.25	10.25
9th July	16.35	10.35
10th July	16.45	10.45
11th July	16.55	10.55
12th July	17.05	11.05
13th July	17.15	11.15
14th July	17.25	11.25
15th July	17.35	11.35
16th July	17.45	11.45
17th July	17.55	11.55
18th July	18.05	12.05
19th July	18.15	12.15
20th July	18.25	12.25
21st July	18.35	12.35
22nd July	18.45	12.45
23rd July	18.55	12.55
24th July	19.05	13.05
25th July	19.15	13.15
26th July	19.25	13.25
27th July	19.35	13.35
28th July	19.45	13.45
29th July	19.55	13.55
30th July	20.05	14.05
1st Aug	20.15	14.15
2nd Aug	20.25	14.25
3rd Aug	20.35	14.35
4th Aug	20.45	14.45
5th Aug	20.55	14.55
6th Aug	21.05	15.05
7th Aug	21.15	15.15
8th Aug	21.25	15.25
9th Aug	21.35	15.35
10th Aug	21.45	15.45
11th Aug	21.55	15.55
12th Aug	22.05	16.05
13th Aug	22.15	16.15
14th Aug	22.25	16.25
15th Aug	22.35	16.35
16th Aug	22.45	16.45
17th Aug	22.55	16.55
18th Aug	23.05	17.05
19th Aug	23.15	17.15
20th Aug	23.25	17.25
21st Aug	23.35	17.35
22nd Aug	23.45	17.45
23rd Aug	23.55	17.55
24th Aug	24.05	18.05
25th Aug	24.15	18.15
26th Aug	24.25	18.25
27th Aug	24.35	18.35
28th Aug	24.45	18.45
29th Aug	24.55	18.55
30th Aug	25.05	19.05
1st Sept	25.15	19.15
2nd Sept	25.25	19.25
3rd Sept	25.35	19.35
4th Sept	25.45	19.45
5th Sept	25.55	19.55
6th Sept	26.05	20.05
7th Sept	26.15	20.15
8th Sept	26.25	20.25
9th Sept	26.35	20.35
10th Sept	26.45	20.45
11th Sept	26.55	20.55
12th Sept	27.05	21.05
13th Sept	27.15	21.15
14th Sept	27.25	21.25
15th Sept	27.35	21.35
16th Sept	27.45	21.45
17th Sept	27.55	21.55
18th Sept	28.05	22.05
19th Sept	28.15	22.15
20th Sept	28.25	22.25
21st Sept	28.35	22.35
22nd Sept	28.45	22.45
23rd Sept	28.55	22.55
24th Sept	29.05	23.05
25th Sept	29.15	23.15
26th Sept	29.25	23.25
27th Sept	29.35	23.35
28th Sept	29.45	23.45
29th Sept	29.55	23.55
30th Sept	30.05	24.05
1st Oct	30.15	24.15
2nd Oct	30.25	24.25
3rd Oct	30.35	24.35
4th Oct	30.45	24.45
5th Oct	30.55	24.55
6th Oct	31.05	25.05
7th Oct	31.15	25.15
8th Oct	31.25	25.25
9th Oct	31.35	25.35
10th Oct	31.45	25.45
11th Oct	31.55	25.55
12th Oct	32.05	26.05
13th Oct	32.15	26.15
14th Oct	32.25	26.25
15th Oct	32.35	26.35
16th Oct	32.45	26.45
17th Oct	32.55	26.55
18th Oct	33.05	27.05
19th Oct	33.15	27.15
20th Oct	33.25	27.25
21st Oct	33.35	27.35
22nd Oct	33.45	27.45
23rd Oct	33.55	27.55
24th Oct	34.05	28.05
25th Oct	34.15	28.15
26th Oct	34.25	28.25
27th Oct	34.35	28.35
28th Oct	34.45	28.45
29th Oct	34.55	28.55
30th Oct	35.05	29.05
1st Nov	35.15	29.15
2nd Nov	35.25	29.25
3rd Nov	35.35	29.35
4th Nov	35.45	29.45
5th Nov	35.55	29.55
6th Nov	36.05	30.05
7th Nov	36.15	30.15
8th Nov	36.25	30.25
9th Nov	36.35	30.35
10th Nov	36.45	30.45
11th Nov	36.55	30.55
12th Nov	37.05	31.05
13th Nov	37.15	31.15
14th Nov	37.25	31.25
15th Nov	37.35	31.35
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17th Nov	37.55	31.55
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26th Nov	39.25	33.25
27th Nov	39.35	33.35
28th Nov	39.45	33.45
29th Nov	39.55	33.55
30th Nov	40.05	34.05
1st Dec	40.15	34.15
2nd Dec	40.25	34.25
3rd Dec	40.35	34.35
4th Dec	40.45	34.45
5th Dec	40.55	34.55
6th Dec	41.05	35.05
7th Dec	41.15	35.15
8th Dec	41.25	35.25
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29th Dec	44.55	38.55
30th Dec	45.05	39.05
1st Jan	45.15	39.15
2nd Jan	45.25	39.25
3rd Jan	45.35	39.35
4th Jan	45.45	39.45
5th Jan	45.55	39.55
6th Jan	46.05	40.05
7th Jan	46.15	40.15
8th Jan	46.25	40.25
9th Jan	46.35	40.35
10th Jan	46.45	40.45
11th Jan	46.55	40.55
12th Jan	47.05	41.05
13th Jan	47.15	41.15
14th Jan	47.25	41.25
15th Jan	47.35	41.35
16th Jan	47.45	41.45
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18th Jan	48.05	42.05
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26th Jan	49.25	43.25
27th Jan	49.35	43.35
28th Jan	49.45	43.45
29th Jan	49.55	43.55
30th Jan	50.05	44.05
1st Feb	50.15	44.15
2nd Feb	50.25	44.25
3rd Feb	50.35	44.35
4th Feb	50.45	44.45
5th Feb	50.55	44.55
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8th Feb	51.25	45.25
9th Feb	51.35	45.35
10th Feb	51.45	45.45
11th Feb	51.55	45.55
12th Feb	52.05	46.05
13th Feb	52.15	46.15
14th Feb	52.25	46.25
15th Feb	52.35	46.35
16th Feb	52.45	46.45
17th Feb	52.55	46.55
18th Feb	53.05	47.05
19th Feb	53.15	47.15
20th Feb	53.25	47.25
21st Feb	53.35	47.35
22nd Feb	53.45	47.45
23rd Feb	53.55	47.55
24th Feb	54.05	48.05
25th Feb	54.15	48.15
26th Feb	54.25	48.25
27th Feb	54.35	48.35
28th Feb	54.45	48.45
29th Feb	54.55	48.55
1st Mar	55.05	49.05
2nd Mar	55.15	49.15
3rd Mar	55.25	49.25
4th Mar	55.35	49.35
5th Mar	55.45	49.45
6th Mar	55.55	49.55
7th Mar	56.05	50.05
8th Mar	56.15	50.15
9th Mar	56.25	50.25
10th Mar	56.35	50.35
11th Mar	56.45	50.45
12th Mar	56.55	50.55
13th Mar	57.05	51.05
14th Mar	57.15	51.15
15th Mar	57.25	51.25
16th Mar	57.35	51.35
17th Mar	57.45	51.45
18th Mar	57.55	51.55
19th Mar	58.05	52.05
20th Mar	58.15	52.15
21st Mar	58.25	52.25
22nd Mar	58.35	52.35
23rd Mar	58.45	52.45
24th Mar	58.55	52.55
25th Mar	59.05	53.05
26th Mar	59.15	53.15
27th Mar	59.25	53.25
28th Mar	59.35	53.35
29th Mar	59.45	53.45
30th Mar	59.55	53.55
1st Apr	60.05	54.05
2nd Apr	60.15	54.15
3rd Apr	60.25	54.25
4th Apr	60.35	54.35
5th Apr	60.45	54.45
6th Apr	60.55	54.55
7th Apr	61.05	55.05
8th Apr	61.15	55.15
9th Apr	61.25	55.25
10th Apr	61.35	55.35
11th Apr	61.45	55.45
12th Apr	61.55	55.55
13th Apr	62.05	56.05
14th Apr	62.15	56.15
15th Apr	62.25	56.25
16th Apr	62.35	56.35
17th Apr	62.45	56.45

NOTICES TO CONSIGNEES

"PEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are to be landed at the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th July will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 10th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th July at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by J. B. LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1895. [1357]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ROSETTA."

FROM BOMBAY, LONDON, AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-
From London, Calcutta, and Valparaíso.
From Calcutta, Calcutta, and Valparaíso.
From Bombay, Calcutta, and Valparaíso.
From Madras, Calcutta, and Valparaíso.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. on the 10th inst.

Goods not cleared by the 6th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case.

All Damaged Packages must be left in the Godowns and notices of same given to the Underwriter, when a representative of this Office will attend to examine them at 10 A.M. on the 10th inst. and at 10 A.M. on the 10th inst. after which no claims will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 29th June, 1895. [1358]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN."

FROM ANTWERP, LONDON, AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. on the 10th inst.

Goods not cleared by the 6th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case.

All Damaged Packages must be left in the Godowns and notices of same given to the Underwriter, when a representative of this Office will attend to examine them at 10 A.M. on the 10th inst. and at 10 A.M. on the 10th inst. after which no claims will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 29th June, 1895. [1359]

NOTICE TO CONSIGNEES.

S.S. "BAYERN."

FROM ANTWERP, LONDON, AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. on the 10th inst.

Goods not cleared by the 6th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case.

All Damaged Packages must be left in the Godowns and notices of same given to the Underwriter, when a representative of this Office will attend to examine them at 10 A.M. on the 10th inst. and at 10 A.M. on the 10th inst. after which no claims will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 29th June, 1895. [1360]

NOTICE TO CONSIGNEES.

S.S. "BAYERN."

FROM ANTWERP, LONDON, AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. on the 10th inst.

Goods not cleared by the 6th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case.

All Damaged Packages must be left in the Godowns and notices of same given to the Underwriter, when a representative of this Office will attend to examine them at 10 A.M. on the 10th inst. and at 10 A.M. on the 10th inst. after which no claims will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 29th June, 1895. [1361]

NOTICE TO CONSIGNEES.

S.S. "BAYERN."

FROM ANTWERP, LONDON, AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. on the 10th inst.

Goods not cleared by the 6th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case.

All Damaged Packages must be left in the Godowns and notices of same given to the Underwriter, when a representative of this Office will attend to examine them at 10 A.M. on the 10th inst. and at 10 A.M. on the 10th inst. after which no claims will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 29th June, 1895. [1362]

NOTICE TO CONSIGNEES.

S.S. "BAYERN."

FROM ANTWERP, LONDON, AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. on the 10th inst.

Goods not cleared by the 6th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case.

All Damaged Packages must be left in the Godowns and notices of same given to the Underwriter, when a representative of this Office will attend to examine them at 10 A.M. on the 10th inst. and at 10 A.M. on the 10th inst. after which no claims will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 29th June, 1895. [1363]

NOTICE TO CONSIGNEES.

S.S. "BAYERN."

FROM ANTWERP, LONDON, AND STRAITS.

NOTICE TO CONSIGNEES.

S.S. "BAYERN."

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MENNON."
Captain H. H. H. will be despatched on above TO-DAY, the 10th inst., at Noon.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd July, 1895. [1364]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"HAILONG."
Captain Hall, will be despatched for the above Ports TO-DAY, the 10th inst., at Noon, and not as previously notified.
For Freight or Passage, apply to DOUGLAS LAURENCE & Co., General Managers.
Hongkong, 5th July, 1895. [1402]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI.

THE Steamship

"KASHING."
Captain Benson, will be despatched TO-DAY, the 10th inst., at Noon.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st July, 1895. [1365]

U.S. MAIL LINE.

PAOIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Nagasaki), TUESDAY, July 9, 1895.

Kobe, Inland Sea, and Yokohama.

PEWEE (via Nagasaki), TUESDAY, July 30, 1895.

Kobe, Inland Sea, and Yokohama.

ITOMOTO (via Nagasaki), SATURDAY, Aug. 17, 1895.

Inland Sea, Yokohama, and Honolulu.

THE U. S. Mail Steamship "CHINA."

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, AND YOKOHAMA, on TUESDAY the 9th inst., at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, Europe, and America by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES will be granted the same.

The Pacific Mail Steamship Company, Limited, San Francisco, California, U.S.A.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day, and all other Packages should be marked in full, value of same is required.

Consular Tonnage to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in Social Buildings, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agents of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 29th June, 1895. [1366]

COMPAGNIE DES MESSAGERIES PAQUEBOTS POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBADO, AND BLACK MOUNTAINS.

MARSEILLES, LONDON, HAVRE, AND BORDAUX.

ON WEDNESDAY, the 10th July, 1895, at Noon, the Company's Steamship "ERATO," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1367]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ERATO," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1368]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1369]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1370]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1371]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

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Hongkong, 1st July, 1895. [1372]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1373]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1374]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1375]

FOR NEW YORK.

THE 100 A.L. British ship

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MENNON."
Captain H. H. H. will be despatched on above TO-DAY, the 10th inst., at Noon.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd July, 1895. [1364]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"HAILONG."
Captain Hall, will be despatched for the above Ports TO-DAY, the 10th inst., at Noon, and not as previously notified.
For Freight or Passage, apply to DOUGLAS LAURENCE & Co., General Managers.
Hongkong, 5th July, 1895. [1402]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI.

THE Steamship

"KASHING."
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For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st July, 1895. [1365]

U.S. MAIL LINE.

PAOIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Nagasaki), TUESDAY, July 9, 1895.

Kobe, Inland Sea, and Yokohama.

PEWEE (via Nagasaki), TUESDAY, July 30, 1895.

Kobe, Inland Sea, and Yokohama.

ITOMOTO (via Nagasaki), SATURDAY, Aug. 17, 1895.

Inland Sea, Yokohama, and Honolulu.

THE U. S. Mail Steamship "CHINA."

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For further information as to Passage and Freight apply to the Agents of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 29th June, 1895. [1366]

COMPAGNIE DES MESSAGERIES PAQUEBOTS POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBADO, AND BLACK MOUNTAINS.

MARSEILLES, LONDON, HAVRE, AND BORDAUX.

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These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1367]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ERATO," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1368]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1369]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1370]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1371]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1372]

FOR NEW YORK.

THE 100 A.L. British ship

"ROSEBUD," Captain J. Ostermann, on or about the 17th July.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1895. [1373]

FOR NEW YORK.